



Figure 3.61. Ride Quality for US-64 (2) sections.

#### 3.5.4.3. Discussion

##### Reference survey

- The ride quality rating for each section of the test course is light.

##### Pathway Services

- Overall the ride quality has been rated moderate to severe for the I-440 and I-40 sections.
- For the US-64 sections the ride quality has been rated as light to moderate with mostly light ratings.

##### Fugro Roadware

- Overall the ride quality has been rated light to moderate for the I-440 and I-40 sections.
- For the US-64 sections the ride quality has been rated as light for all sections.

#### 3.5.5. Longitudinal Cracking

##### 3.5.5.1. Definition of Distress

For the NCDOT survey process longitudinal cracks are defined as cracks that are predominantly parallel to the pavement centerline. This distress is rated by counting the number of slabs along the survey distance exhibiting one of four different severity levels; none, light, moderate and severe. The rating levels are:

**Light:** Crack widths less than 0.125 in, no spalling or faulting.

**Moderate:** Crack widths from 0.125 to 0.50 in, or with spalling less than 3 in, or faulting up to 0.50 in, may be sealed.

**Severe:** Crack widths greater than 0.50 in, or with spalling greater than 3 in, or faulting greater than 0.50 in.

##### 3.5.5.2. Data Processing and Results

The longitudinal cracking results are shown in Figure 3.62 through Figure 3.65 by severity level. For consistent comparisons results are presented based on percentage instead of number of slabs.